

The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5977.

三十九年二十八八十一英

HONGKONG, WEDNESDAY, SEPTEMBER 13, 1882.

日二初月八年壬

PRICE \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, II & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 39 Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & HENDY & CO., 37, Watford, E.C. SAMUEL DIACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLEN & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—MUNO, MUN A. A. DE MELLO & CO., Swatow; CAMPBELL & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDGE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.
LONDON BANKERS:
BANK OF ENGLAND.

UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.
Hongkong, June 1, 1882.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.
RESERVE FUND.....\$2,500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. L. DULEYMPLE, Esq.
Deputy Chairman—W. REINERS, Esq.
H. HOPPIN, Esq. M. E. SASSON, Esq.
Hon. E. B. JOHNSON. C. VINCENT SMITH,
A. P. MC EWEN, Esq.
A. MOYER, Esq. W. S. YOUNG, Esq.
F. D. SASSON, Esq.

Chief Manager—THOMAS JACKSON, Esq.
Manager—EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. "
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 10, 1882.

Notices of Firms.

NOTICE.

THE "GEE CHEONG" COMPANY.
NOTICE is hereby given, that D. JOAQUIM BARREIRA LIM JAP, CHOY LIN SENG, LUM GEOK THOR, LUM HUM LUI, and CHUI KONG TEANG, are PARTNERS in the "GEE CHEONG" COMPANY and Trading as MERCHANTS, at No. 60 BONHAM STRAND.

QUEY CHOW is the Chief Manager, and LUK SOW TEEH is Assistant Manager of the Company.

JOAQUIM BARREIRA LIM JAP.
Hongkong, September 11, 1882. oc11

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business contributed during the Half-Year ended 30th June, 1882, on or before 30th September, on which date the Accounts will be Closed.

By Order of the Board of Directors,
R. COOKE,
Acting Secretary.

Hongkong, August 28, 1882. oc11

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
SC., &c., &c.

Hongkong, May 1, 1882.

TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COLLS at Hongkong, from and after this date.

H. J. H. TRIPP,
Mitsubishi Mail S. S. Co.,
Hongkong, April 20, 1882. oc27

Intimations.



GOVERNMENT NOTIFICATION.

CANDIDATES for the Post of CHINESE CLERK and SHROFF at the Supreme Court, are requested to send in their Applications on or before the 14th instant, instead of the 20th instant as notified in the Government Gazette.

PARIS AND EUROPE.—GALLEY & PRINCE, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

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T E L E P H O N E S.

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BANKS OF SCOTLAND, LONDON.
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T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 10, 1882.

For Sale.

SPORTING GOODS.

LANE, CRAWFORD & CO.
HAVE RECEIVED THEIR NEW STOCK OF

ELEY'S GREEN, BLUE and BROWN CARTRIDGE CASES.

ELEY'S WATERPROOF CAPS and WADES.

PICOU & WILCOX'S SPORTING GUNPOWDER.

LEAD and CHILLED SHOT.

GAME BAGS and CARTRIDGE BELTS.

RECAPMING and RELOADING MACHINES.

POWDER and SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS and LIQUORS provided for Shooting.

PICTICNIC PARTIES at Special Rates.

Hongkong, August 22, 1882.

CARLTON WHISKEY.

WHISKEY

YEARS OLD

CARLTON

FIVE

YEARS OLD

WHISKEY

ONE

WHISKEY

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONER),
A RE NOW LANDING,
EX "AMERICAN MAIL," &c.

**CALIFORNIA
RACKER**
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPCAN BUTTER.
Eastern and California CHEESE.
Boned CODFISH.
Fresh HAMS and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
PICKLED OX-TONGUES.
Family PIG-PORK in legs and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cutting's Desert FRUITS in 2½ lb cans.
Assorted Canned VEGETABLES.
Fatted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.

HONEY.
Richardson & Robbin's Celebrated Potted MEATS.
Richardson & Robbin's Curried OYSTERS.
Lunch TON JUICE.

McCarty's Sugar LEMONADE.
Clam CHOWDER.

Smoked SALMON.

Green TURTLE in 2½ lb cans.

&c., &c., &c.

AGATE IRON WARE.

FARIBANKS SCALES.

EX "STILLWATER."

**DEVÖE'S NONPARIEL
BRILLIANT
KEROSENE OIL,**
150° test.

**SPARTAN COOKING
STOVES.**
OAKUM.
TAR.

ENGLISH FIRE GRATES.
CUTLERY.
ELECTRO-PLATE.
CROCKERY & GLASS WARE.

A LARGE ASSORTMENT OF STORES,
including:
TEYSSONNAE'S DESSERT FRUITS.
ALMONDS and RAISINS.
PICNIC TONGUES.
OCOCOTINA.

VAN HOUTEN'S COCOA.
LIBERG & EPP'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCEMEAT.
SAUSAGES.
BROWN.

ISIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.—
HEDDICK'S MONOPOLE & WHITE
SEAL.

VEUVE CLICQUOT PONSARDIN.
JULES MUMM & Co., pints & quarts.

CLARETS.—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pints & quarts.

CHATEAU LAFITE, "
1882 GRAVES, "
BREAKFAST CLARET, "

SHERRIES—PORT—
SACOCHE'S MANZANILLA & AMON-

TILLADO.

SACOCHE'S OLD INVALID PORT
(1848).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 and 3-star HENNESSY'S BRANDY.

BRIQUET D'YONCTION & Co.'s BRANDY.

FINEST OLD BOURBON WHISKY.

KIRKLAND'S LI'L WHISKY.

ROYAL GLENDEE WHISKY.

E. & J. BURKE'S SCOTCH WHISKY.

THE IRISH WHISKY.

Rose's LIME JUICE CORDIAL.

NOLLY PLAT & Co.'s VERMOUTH.

CHAMBER'S GINGER BRANDY.

CHARTRUSE.

MARASCHINO.

CURLASCO.

ANGOSTURA, BAKER'S and ORANGE
BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by K. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Galton.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED
CIGARS.

Fine New Season's CHAMOMILE TEA, in
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MINNER'S PATENT FIREPROOF
SAFES, and CASH BOXES,
Manufacturers' Prices.

Hongkong, September 12, 1882.

Intimations.

NOTICE TO MARINERS.

NO. 151.

CHINA SEA.

Uniform System of Colouring Buoys and Beacons in Chinese Waters.

NOTICE IS HEREBY GIVEN, that the following system of colouring Buoys and Beacons has been adopted by the Imperial Maritime Customs of China:

BUOYS.

No.	COLOUR OF BUOY.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red buoys will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black buoys will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red & Black Horizontal Bands.	Buoys painted in Red and Black Horizontal Bands will be found in the fairway, and should be passed close-to.
4	Red and Black Vertical Stripes.	Buoys painted in Red and Black Vertical Stripes will be found on the ends of spits, and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side.
5	Red and Black Checkers	Buoys painted in Red and Black Checkers will be used to mark rocks in the open sea, also to mark obstructions of an all extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger.
6	Red and White Checkers	When two chequered buoys of these colours are used to mark an obstruction, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
7	Black and White Checkers	Wrecks will in all cases be marked by Green buoys having the word "WRECK" painted on them in White letters, and when a wreck lies in the open sea or in a position where there is a navigable Channel with plenty of room on either side of it, the buoy will carry no other distinguishing mark, and will in every case be placed to seaward of the wreck.
8	Wreck Buoys	Wreck buoys marked with an Odd number must be left on the Port hand by vessels entering from the sea.
		The numbers on wreck buoys will be painted in White, and placed above the word "WRECK".

Note.—All other distinguishing marks to Buoy will be in addition to the foregoing, and where such are employed, a particular description of the same will in each case be given in the published List.

Each Buoy will have an Iron Plate fastened on its outside, in some convenient place above the water-line, with the name of its district and station as given in the published List stamped thereon in English and Chinese, to insure its identification if found adrift.

BEACONS.

No.	COLOUR OF BEACON.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red beacons will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black beacons will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red and Black Vertical Stripes	Beacons painted in Red and Black Vertical Stripes will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable Channel on either side.
4	Red and Black Checkers	Beacons painted in Red and Black Checkers will be used to mark rocks or reef, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
5	Red and White Checkers	Note.—It is to be understood that the above rules for painting beacons apply in each case to be marked of small extent having Channels on either side of them.
6	Black and White Checkers	When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List.
	Various	Beacons, shore, to enable bearing to be taken or to give lines of direction for crossing bars or entering rivers, harbours, etc., are to be painted so as to make them as conspicuous as possible. Red, Black, and White are the only colours to be used, and a particular description of such marks will be given in the published List.

By Order of the Inspector General of Customs.

A. M. BISBEE,
Coast Inspector.

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IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 4th August, 1882.NOTICE TO MARINERS.
No. 152.

CHINA SEA.

Changes in Colouring of Buoys and Beacons.

NOTICE is hereby given that, in accordance with the System of Colouring Buoys and Beacons in Chinese Waters, which is described in Notice to Mariners No. 151 of this date, the change that are specified below will be made on the 15th day of September, 1882, or as soon afterwards as may be practicable.

CANTON DISTRICT.

1.—Ditch Fully South Buoy, now green, will be painted black.

2.—Ditch Fully South Beacon, now green, will be painted black.

3.—Trishet Barrier Eastern Buoy, now black, white and red, will have its lower part, from upper end of braces downward, painted red; the lower half of its pole, above the upper end of the braces white; and the upper half of pole with the circular frame by which it is surmounted, red.

4.—Trishet Barrier Western Beacon, will be painted the same as the Eastern one.

5.—Trishet Barrier Middle Beacon, now black and white, will have its lower part, from upper end of braces downwards, painted red; the upper part will remain white.

SWATOW DISTRICT.

1.—Winding Rock Buoy, now red and black chequered, with a spherical cage, will carry an inverted frustum cage painted white.

2.—Tiger's Tail Beacon, now all white, will be painted black with the exception of its cage which is to remain white.

SHANGHAI DISTRICT.

Lionore Wreck Buoy will have the numeral "I" painted over the word "WRECK."

TIENTSEN DISTRICT.

Ioner Buoy, now in red and black vertical stripes, will be painted red.

NEWCHWANG DISTRICT.

1.—East Spit Beacon, which is a spar mounted with two black balls with the numeral "V" on the lower one, will be painted all red.

2.—Nodding Tommy Beacon, white spar mounted with a diamond-shaped red box with the numeral "IV" painted thereon, will have its spar painted red and its diamond-shaped box also painted red, with the exception of a horizontal stripe near the foot wide around its middle, which is to be painted white.

3.—Middle Bank Beacon, a red spar mounted with a diamond-shaped black box having the numeral "III" painted thereon, will have a spherical cage substituted for its diamond-shaped one and be painted all red.

4.—Flagstaff Beacon, a black and white spar mounted with two black diamond-shaped boxes bearing the numeral "II," will be painted white.

5.—Flagstaff Beacon, a black spar mounted with a diamond-shaped red box having the numeral "I," will be painted white.

CANTON DISTRICT.

1.—Ditch Fully South Buoy, now green, will be painted black.

2.—Ditch Fully South Beacon, now red, will be painted black.

3.—Harbour Rock Buoy, now red and black horizontal stripes, will be painted in red.

4.—Kellit Spit Buoy, now red, will be painted green with the word "WRECK" and the numeral "4" on it in white.

5.—Goching Rock Beacon, now red and black chequered, with a black pole and basket, will be painted all black.

FOOCHOW DISTRICT.

1.—Winding Rock Buoy, now in red and white vertical stripes, will be painted in black and white checkers.

2.—Winding Rock Beacon, now red and black chequered, with a spherical cage, will be painted black.

3.—Harbour Rock Buoy, now red and black horizontal stripes, will be painted in red.

4.—Kellit Spit Buoy, now red, will be painted green with the word "WRECK" and the numeral "4" on it in white.

5.—Goching Rock Beacon, now painted white, with a red cage, will be painted all black.

NINGPO DISTRICT.

1.—Oriented Rock Beacon, will be painted all red except its name, which will be borne on its cage in white letters.

2.—Half Flat Beacon, of granite and now unpainted, will be painted black.

3.—Allot Rock, Kangtungtau and Chitak Beacons, all of which are now white, will be painted black.

4.—Nemesis Rock Beacon, which is a

TO BE LET.

(WITH IMMEDIATE POSSESSION.)

THE HOUSE, NO. 1, ALBANY, 3 ROOMS
AND Servants' OFFICES, GARDEN and
STANDING GAS and WATER INN ON.

Apply to LINSTEAD & DAVIS.

Hongkong, June 5, 1882.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
"Amoy,"
Captain HERMANN,
will be des

foolishness departing. On Monday evening we published a couple of telegrams, the latter part of the latest one leaving us in the midst of a heavy artillery fire. To-day we are informed that all is quiet at Kuan-siu, and that the enemy had fought with unexpected determination. On the principle that beggars should not be choosers we thank thee Reuter, but we would have thanked thee still more hadst thou in thy wisdom forwarded something which might have been more interesting, and which might have given us a glimmer of idea what had occurred. We have arrived however at that semi-satisfied state of expectancy which would not be much disturbed were no Reuters to arrive at all.

We understand that the last extension of leave granted to the Hon. J. M. Price (Surveyor General) will expire about the last week of this month, and that in the natural course of events Mr Price may be expected to resume his duties here at that time. So much of the future administration of the Colony will be intimately connected with long-neglected public works that the arrival of the Surveyor General may be said to be quite an important event, when it does take place. Most of the artisans and others specially employed for the Taitan Water-works scheme should be due here almost immediately; and as the services of Mr R. K. Leigh (acting assistant Surveyor General), who was specially delegated to superintend the Taitan works, will soon be lost to the Government, an officer will be required to fill the considerable gap thus made. It is to be hoped that no delay will be caused to the Water-works, because the necessity which exists for an increased supply of pure water is not lessened in the least by the amount of rainfall. Mori storage capacity is what is required, and that can be obtained only by the new water scheme which it has been decided to carry through.

An eligible site between Mount Kellett and Mount Gough, which has been refused to residents by the local Government on the ground that it was set apart for a Police Station and for military defence, is now claimed, we hear, by the Military Authority for a Sanitarium. Seeing that a sanitarium has already been built near Wanchai Gap for the use of the Garrison, the proximity of which to the Wanchai Road was said to be everything that could be desired, this novel move appears at first sight to be extremely strange. A memorial has, we learn, been prepared and extensively signed, protesting against the site referred to being utilised as a military barracks; and it must be admitted that the lot-holders at the gap, and especially those in the immediate vicinity of the proposed Sanitarium, have most weighty reasons for strongly objecting to the innovation. It is to be hoped that the local Government will strenuously support the memorialists in the representations which they may make upon this subject. There are lots of sites elsewhere which can be set apart for the use of the military without interfering with the convenience and comfort of Gap residents.

"BANIAN" seems to think that chair-cooies to the Peak and Gap are not always well treated. If he had said that some chair-cooies are always severely dealt with, and that they generally deserve the extra discipline extended to them, he would not have been far wrong. Europeans who visit the Peak or Gap generally stay there for several hours, not infrequently the best part of the day; and as a matter of fact most of the outside coolies after carrying their fare to the upper level, enjoy themselves wheresoever they choose until the hour for return, previously arranged, comes round. Possibly the author of "Chit Chat" would not make a statement for the benefit of an imaginary Society for the Prevention of Cruelty to Animals, without sufficient ground; but speaking with some authority based upon experience, we can say that the chair-cooies employed in the Highlands of the Colony are exceedingly well paid and generally well cared for. There is, indeed, another side to the question, and that goes very heavily against the character of the coolies. It may be that the chair-bearer of Hongkong is not a whit more extortionate than the London cabman; but one can possibly tolerate such a tendency in a European more than in a Chinaman. There can be no doubt, however, that the anxiety which has recently been displayed by residents to visit, or reside at, the Peak, has been persistently utilised by the coolies as a means of extorting large fares from those who had to employ them. It is not an uncommon thing for coolies to bargain for a fare fifty per cent. over the liberal regulation scale before they will proceed on the journey; and of course it is too much trouble for Europeans to take such malcontents to the Police Station and go through the process of law against them for refusing a fare. These remarks are not intended to show that "Banian" is altogether wrong, but if that chatty contributor to our contemporary has never had trouble with rascally coolies, his lines have indeed fallen in very pleasant places.

On the 4th inst., John Shaw, steward of the S. S. Price, was drowned at the Hongkong Wharf Shanghai, and on the 5th an inquest was opened before Mr. Coroner, Mr. B. A. Mowatt, on the body, which had been found floating near the spot where the noise of the drowning man's struggle was heard. Nu-

merous accidents have occurred, apparently through want of proper lighting, on this and similar wharves, and these facts had been brought to the notice of the Associated Wharves Company more than once by the Shanghai papers. On the day following that in which the inquest had been opened, and before it had been finished, the N. C. D. News published an article in which it denounced strong terms the carelessness and negligence of the Associated Wharves Company. On the morning of the 7th, when the inquest was resumed, the Coroner commented in very severe terms on the conduct of the N. C. D. News in publishing such an article, characterising it as an offence against law, and as a grave breach of the rules of journalism. Undoubtedly the Coroner was strictly within his rights in so acting, and it would have been only wise and prudent on the part of the N. C. D. News to have waited until some decision was come to by the Coroner's jury before writing such an article, which, although possessing the quality of truth, is an exaggerated and high flown statement of a few simple facts (mournful nevertheless) which ought to have been reported at the time the accident occurred. Had the N. C. D. News published its comments on the accident before the inquest was held, or waited until the verdict of the jury was given, no one would have quarrelled with the spirit of its article, however much they may have disagreed with its style of treating the subject, which is highly sensational, and being so is far less likely to influence the public than a moderately worded and plainly put statement of fact. Taking into consideration all the circumstances of the case we think the Coroner might have passed the matter over, but the N. C. D. News ought to have known better than comment so freely on a subject still sub judice. The excuse put forward by the N. C. D. News that the matter was one which had been discussed in its columns frequently before does not at all affect its responsibility in either directly or indirectly influencing the minds of the jury. It is a case in which certainly no harm has been done by the publication of the article in question, and the jury's ride to their verdict is really a reiteration of the opinions expressed by the N. C. D. News in the article condemned by the Coroner. The only mistake has been in the time of publication.

The N. C. D. News gives the following particulars of the settlement recently arrived at between Korea and Japan as official:—

- (1).—The principal ringleaders of the outrage on the Japanese Legation to be punished.
- (2).—A sum of \$50,000 to be paid for distribution amongst the families of those Japanese who were murdered.
- (3).—An indemnity of \$8,000,000 (?) to be paid to Japan for the expenses incurred.
- (4).—A guard of Japanese troops of sufficient strength to be stationed at the Capital until all danger of a repetition of the outrage is passed.
- (5).—A special envoy to be sent to Japan with an apology for the outrage, signed by the King.
- (6).—Treaty limits extended to 50' and within one year Yang-hua-chen shall be opened for trade.
- (7).—The Japanese Minister and Consul to be allowed to travel anywhere throughout Korea.

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INSURANCES.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.
CAPITAL, £2,000,000. | PAID-UP, £200,000.
PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & CO.
Hongkong, January 1, 1882.

MANCHESTER FIRE INSURANCE COMPANY, OF MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £100,000.
Reserve Fund upwards of £120,000.
Annual Income £250,000.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurance at current rates.

HOLIDAY, WISE & CO.
Hongkong, October 15, 1882.

LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.
Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & CO.,
Agents.

Hongkong, July 20, 1882.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE)

CAPITAL, —TWO MILLION STEERLING.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Lists of Premiums, forms of proposals, many other information, apply to ARNHOLD, KARBERG & CO.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1882.

Intimations.

NEWS FOR HOME.

The *Quarterly China Mail*.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-printed matter.

THIS Mail Summary is compiled from The Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those Countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 52 cents) \$12 per annum (postage paid \$1250).

Orders should be sent to GEO. MURRAY BAIN, *China Mail* Office, 2, Wyndham Street, not later than noon of the day the English Mail Steamer leaves.

Terms of Advertising, same as in Daily *China Mail*.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper first issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the garnisons and securities necessary to place it as a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Sajon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-subtractive in tone—is almost limitless. It on the one hand commands Chinese belief and interest; while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

WASHING BOOKS.

(In English and Chinese.)
WASHINGMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

China Mail Office.

Mr. Andrew Wind,
NEWS AGENT, &c.

128, NASSAU STREET, NEW YORK;
is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1882.

SHARE LIST.—QUOTATIONS. SEPT. 13, 1882.

Stocks.	No. of Shares	Value	Paid-up	Rec'd.	Working Account	Last Dividend	Closing Quotations, Cash.
BANKS.							
HK. and Shai. Bank.....	40,000	\$ 125	\$ 1,350,000	\$ 61,800.03	30/	130%	\$2872
INSURANCES.							
Nth.-China Ins. Co.	1,000	TL 3000	TL 600	TL 252,600	TL 1,063,780.00	75	TL 1225
Yangtze Ins. Co.	1,200	TL 350	TL 350	TL 500,485	TL 18,447.50	18 1/2	TL 850
Union Ins. Soc.	600	S 500	S 500	S 437,688.55	S 152,001	1/2	S 1000
China Traders' Insurance Co.	600	S 1000	S 500	S 500	S 100,322	22%	S 15165
C'pon Ins. Office	10,000	S 250	S 250	S 500	S 100,322	22%	S 15165
Chinas Ins. Co.	1,000	S 1000	S 200	S 100	S 100,322	22%	S 15165
HK. Fire Ins.	2,000	S 1000	S 200	S 223,842	S 263,463.72	S 100	S 1030
China Fire Ins.	4,000	S 100	S 100	S 493,632	S 144,530.91	18%	S 3224
SHIPS.							
HK. C. and M. Steamboat....	8,000	S 125	S 125	S 135,000	S 18,908.00	5%	S 106
HK. & Wh. D. Dock....	10,000	S 125	S 125	S 17,563	S 3,180.53	4%	S 122 prem. = \$190
HK. and China Gas Co.	5,000	£ 10	£ 10	£ 7,489	
H'kong Hotel....	2,000	S 100	S 100	S 8	S 5,324.71	S 10	S 198 p. share
China Sugar Co.	6,000	S 100	S 100	S 8	S 1,880.51	S 10	S 145
H'kong Ice Co.	1,250	S 100	S 100	S 6,250	S 1,880.51	S 8	S 153.31
H'kong Bakery....	600	S 50	S 50	S 8	S 153.31	S 8	S 120
Luzon Sugar Co.	7,000	S 100	S 100	S 100	S 100	S 8	S 120
LOANS.							
Chi. Imp.	6,276	£ 100	all	8 1/2	June 30 Dec 31		
W. 1877-16, 040	£ 100	all	all	8 1/2	Feb. 28 Aug. 31		
W. 1878-3, 899	£ 500	all	all	8 1/2	April & Oct.		
W. 1881-8, 565	£ 500	all	all	8 1/2	June 16 & Dec. 10		
Sugar Debentures, 1880	600	S 100	S 100	S 8	June & Dec.	3%	" "

For half year ended 31st Dec., 1881.—Report issued in October, above 1st interim Bonus and Dividends for 1881.—To 20th April, 1882.—For year 1881.—For half year ended 31st June, 1882.

EDWARD GEORGE, Share Broker.

Visitors' Column.

We have instituted as an experiment VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the city, and in connection with which we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free.

Park Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road central, in line with Peader's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Navy's Home, West Point.

E. A. and China Telegraph Co., and the Great Northern Telegraph Co. Marine House, Queen's Road.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Pray, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-WEN, FRICKEL & CO.

Chair and Boat Hire.

LOCALISED TARIFF OF FEES FOR CHAIRS, CHAIR BREAKERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. Hour, ... 20 cts.

Three hours, ... 60 cts. Six hours, ... 70 cts.

Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Two Coolies, ... 0.85

One Coolie, ... 0.70

Return (direct or by Pak-foon-tau).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

Return (direct or by Pak-foon-tau).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip Peak, ... \$0.75 each Coolie.

12 hours, ... \$0.60 each Coolie.

14 hours, ... \$0.50 each Coolie.

16 hours, ... \$0.40 each Coolie.

18 hours, ... \$0.30 each Coolie.

20 hours, ... \$0.20 each Coolie.

22 hours, ... \$0.15 each Coolie.

24 hours, ... \$0.10 each Coolie.

26 hours, ... \$0.08 each Coolie.

28 hours, ... \$0.06 each Coolie.

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